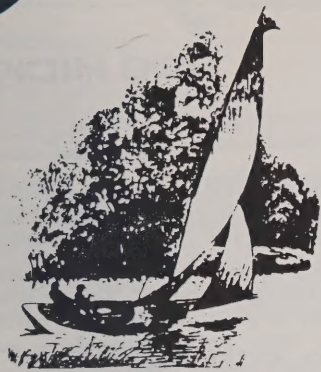


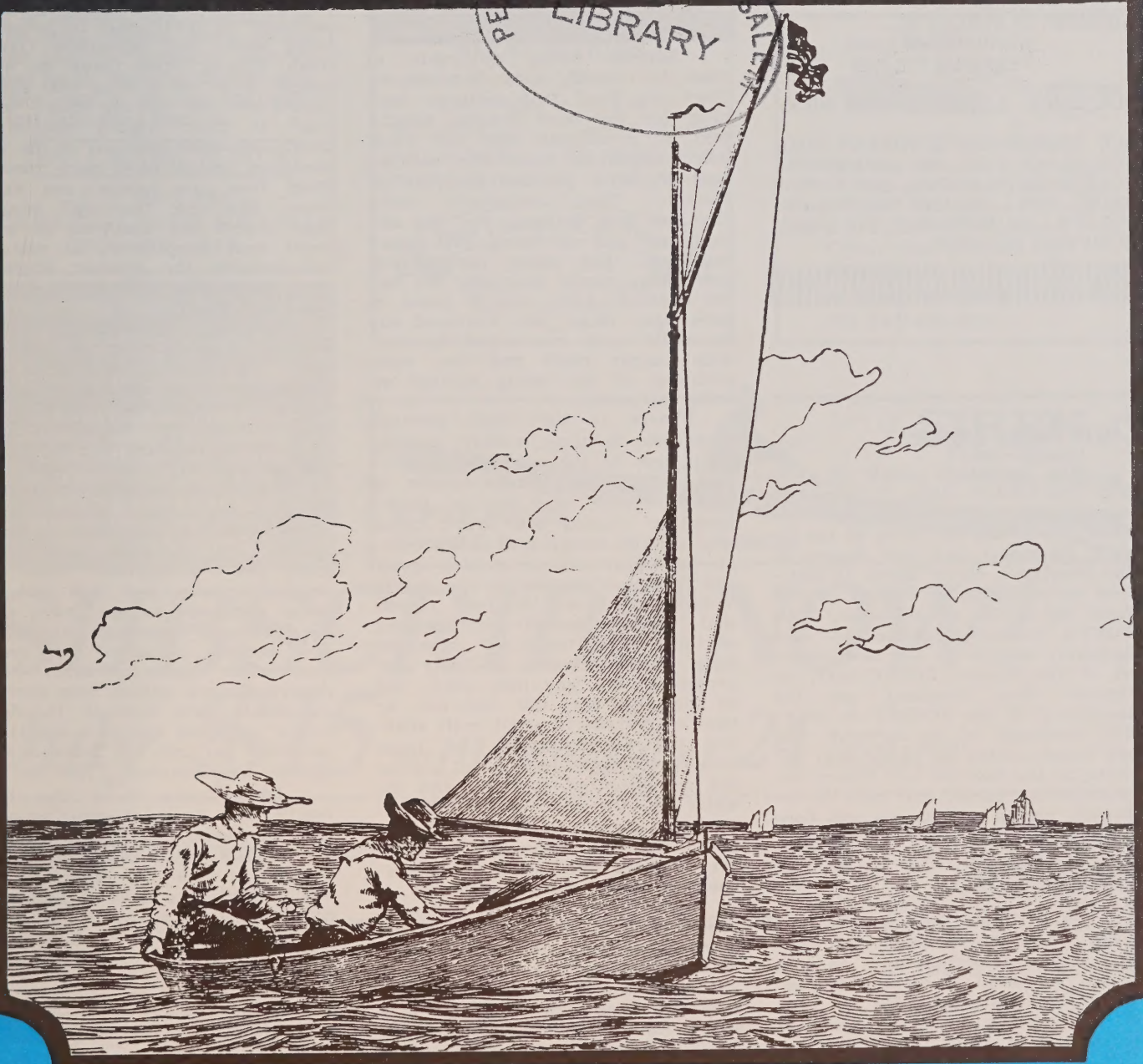
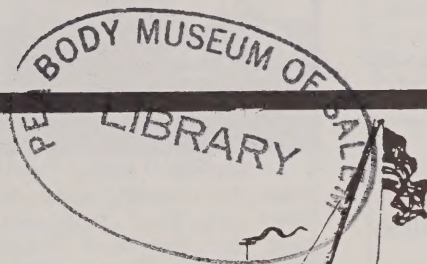
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messing about in BOATS

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messing about in BOATS

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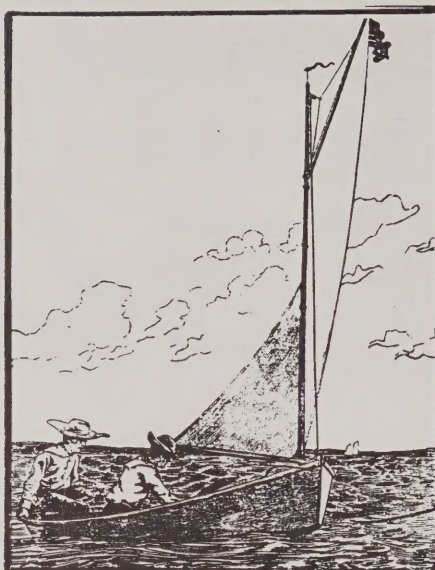
Will include a couple of articles that didn't make it into this one, like our tryout of the FLEET-O-WING; the story of the Ozark Johnboat; and the report on the Merrimack River Race. In addition we've lined up reports on the final lap of the 26' schooner, VICTORY's circumnavigation of New England; details on the new version of the Munroe EGRET built by Graham Ero; comment on the launching of the ROBERT H. BAKER; coverage of the ANorAK fall sea kayak outing on Casco Bay; reports on the Gerrish and Misery Island rowing races; and more of the Townie racing adventures and further "Adventures Down the Bay".

On the Cover...

This illustration is from the book, "Adventures Down the Bay" that begins a serialization in this issue. Drawn 85 years ago, it captures the simpler times of the turn of the century for those who enjoyed messing about in boats.

Commentary

BOB HICKS



Besides being enjoyable to read for itself, this "Adventures Down the Bay" that we'll be running for the next several months sort of re-affirms that not much has changed for those who mess about in boats powered by wind or muscle. Yes, materials have changed, and designs, but the experiences end up being just about the same. The water, particularly the ocean, hasn't changed, nor has the weather. And, even 85 years or more ago, those who ventured out in small open boats had to deal with larger craft and the same problems of not being noticed or taken seriously.

There is this bond amongst those who indulge in small boating regardless of the means of propulsion. Those who paddle canoes or kayaks, those who row in traditional or sliding seat craft, those who sail in small open daysailers, all are pursuing a similar goal, and that is adventure on the water, "Adventures Down the Bay" if you will. I recognize that amongst each of these subcultures are those totally single minded in their approach to the way they play, and so they see not, nor care not, about others out in small craft sharing the environment. And those who race for the racing and not for the enjoyment of the boat and the water are the most single minded.

But more people simply mess about than go racing. And these are the ones who can share experiences amongst themselves even if in differing sorts of small boats. That's why I think this narrative we're starting in this issue should be of pretty general interest to all who read this publication. The adventures these boys experience in a small flat bottomed sailing skiff (which is sometimes rowed) are

Adventures Down the Bay

pretty much those most readers can or will experience, out on the water in a small craft they personally care for, going someplace suitable for such small craft.

After sea kayaking some, I no longer find a small 16' daysailer lacking in roominess. Sea kayakers go camping and carry enormous quantities of necessary gear in their tiny hulled craft. They are closest to the backpacker. Canoeists carry more complex outing gear, oarsmen in traditional hulled craft even more. And daysailers (larger than dinghy size) have so much space! Even the sliding seat enthusiasts are now talking about "touring" in their highly specialized craft, the more spacious of the recreational shells have more room in them than the typical sea kayak does. It's the "touring" mindset that covers the spectrum of small craft most completely, as you get out towards the sharper edges of each game, the differences become more significant.

Ashore, the building, restoring and maintaining of personal small boats also share a great deal in common. The usual goals are to acquire a seaworthy craft of its type with comfort, convenience and capacity appropriate to its genre, and to usually make it look nice too. The folks who buy fiberglass boats of these types often do a lot of modifying to suit their personal needs. Just because such small craft are "production" does not mean they are just put into the water and used as is. That's more the outboard approach. Outboards and modern inboards are pretty much alter egos for cars. Older powerboats and unique ones such as steamboats, are more in the "collector" category and as a result often don't get into the sorts of usage the non-motorized types do.

"Adventures Down the Bay" really tells us a lot about what we find as pleasure in small boating, and it fits my concept of what I want to do with this magazine, so I was delighted to have it come into my hands from a man I had never met before, Ron Leuvelink of Maryland. I expect many of you will share my thanks to Ron for sharing his treasured old out-of-print book with us all through these pages. It really is all about messing about in boats.

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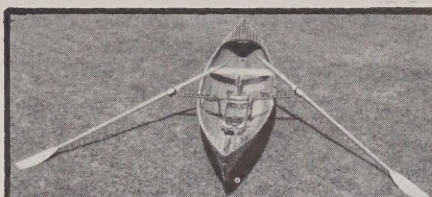
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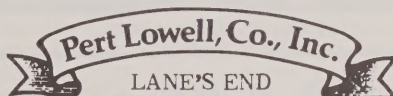
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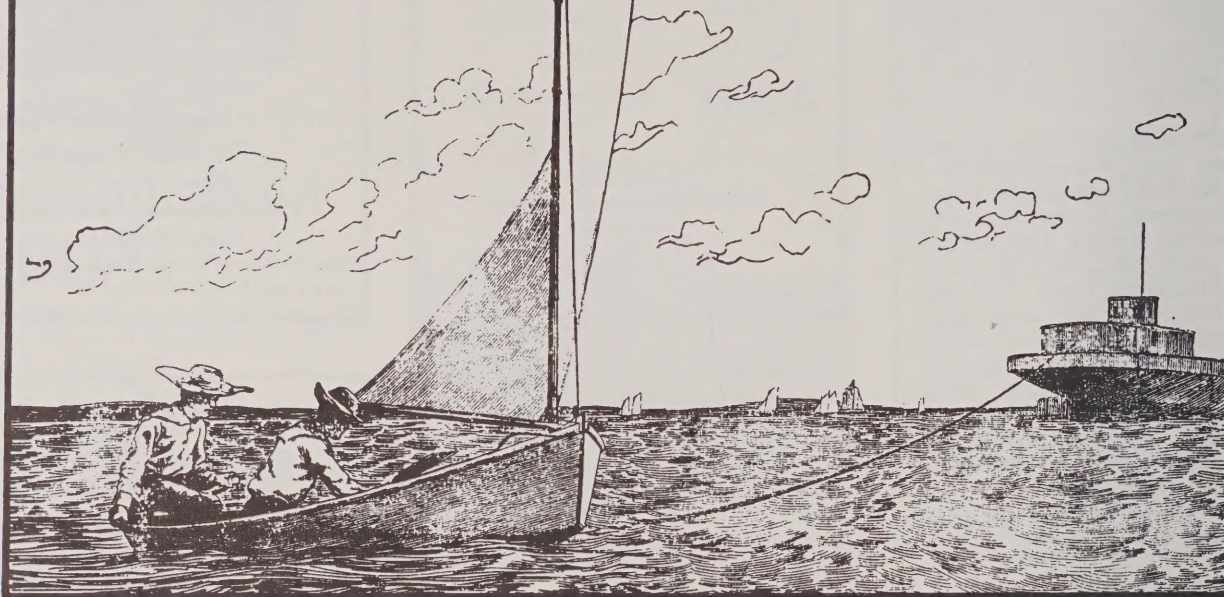
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Adventures Down the Bay



Wallace P. Stanley, Author

Published in 1901

H.N. Cady, Illustrator

CHAPTER I

"I wonder if't isn't pretty near time to give that tent another airing," said Joe, coming into the woodshed, which was also the shop where we did our carpentering and tinkering, and a storage warehouse for old junk in general. Like other such interiors in old Pierhaven town, a certain marine flavor hung about it, which could be traced to sundry pairs of oars standing in the corners, a small sail gathered about its spars, some superannuated blocks and running tackle, a basket of coarse wire in which rested a "clam-digger," etc. and to a faint, all-pervading tarry fragrance. Just overhead, across the boards reaching from side to side to keep the rafters from spreading, were laid a boat-hook, the long boom of some departed craft, richly rust-stained by the corroded iron straps, and some slender poles, on which rested the folds of cotton drilling which Joe had indicated.

"Another watering, you mean, if it rains about every day, the way it has for a week back," I rejoined.

"So much the more reason for a good spell of weather, when it once gets started. See how it's lightened up, and Cap'n Jotham says it's going to clear up for good."

Just in time to give point to this, a faint gleam of sunshine was

defined for an instant across the floor, from the open doorway.

"Besides," he continued, "it's getting into August; and vacation won't last forever. I say, let's make a start to-morrow; we've most of this afternoon to get ready in."

"Got any special place in mind?"

"No, anywhere'll do, so long's we get there; you're the geography man. I guess the wind'll decide it in the end. I'm going down to bail her out; she must be about full - see you later."

Maybe you know something about Joe and I already; if you do, you know that he was going to bail out our skiff, the TRITON, which had carried us up the Pequonset River to the head of skiff navigation, and then back again, earlier in the vacation. The tent which lay across the poles overhead had come into nightly use during that week when we pitched our little camp on the banks of the stream. Before the Pequonset reached our town, its fresh waters were merged in the salt flood of Pierhaven River, an arm of Mattaconset Bay, whose tides ebbed and flowed along the dozen time-worn wharves which bordered the water-front of the old seaport. It was the bay which was now in our thoughts. Its expanse of ten by twenty miles was divided by islands of various sizes into many sheets and passages; and its irreg-

ular shores abounded in miniature bays and land-locked nooks; nothing could be better adapted for cruising and exploring on our unambitious scale. We expected to encounter no pirates or waterspouts, and were fully aware that we were not of that race of boys, sometimes encountered in our reading, who achieved the feats of men, and were accustomed to take the lead of their elders; but we expected to have a right good time, for all that, and in fancy saw our little camp pitched on many distant, were as yet untrodden by us.

Getting ready was no formidable matter; the main thing was the commissary department, so I took the big satchel of black glazed cloth down from its peg, and began to consider how to make its lean, flat sides stand apart. This involved a consultation with the older folks, who had some doubts about granting a charter to the expedition.

I was able to argue that we and the TRITON had returned whole from one cruise into regions still more unknown than those we now meditated invading. To the rejoinder that the water in the Pequonset River had not proved deep enough to drown us, I could reply that on the other hand there would be no sudden freshets down the bay, to wash our boat from her

moorings, as had happened up the river (and a pretty anxious time we had, for a while, till we found her again). In the end, I prevailed; I think they had some idea that Joe could look out for me, as he was bigger than I, though hardly six months older. Whether Joe's people thought I could pull HIM through safely, I didn't know.

CHAPTER II

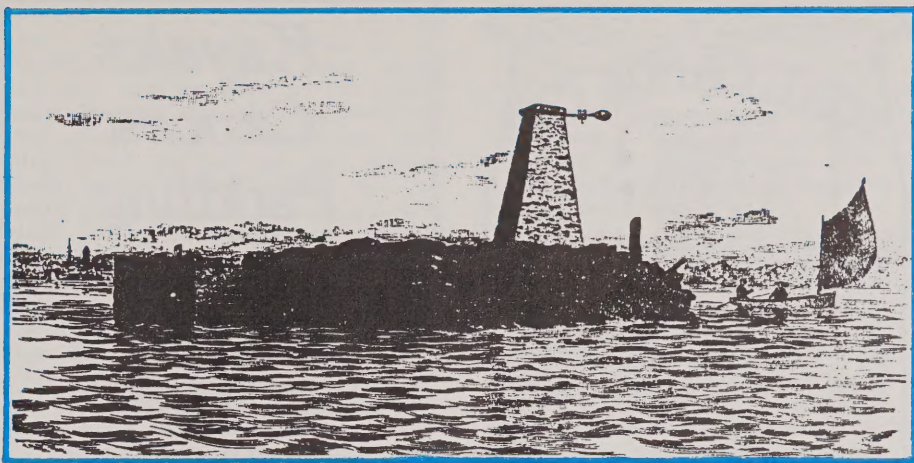
By sunrise the next morning I had finished breakfast, and was again in the woodshed, getting the things together - there were three oars (one short one to steer with), besides the sail and spars, and the tent with its poles. I heard the gate click, and in came Joe.

"I thought I should find you here", he said. "I've carried down my bag and blankets; hurry up! There's a nice little northerly breeze on the river, and we want to get all we can out of it. Where's the jug?"

I handed it out, and he proceeded to fill it at the well. A few minutes later we were at the wharf; Joe had unfastened the stern moorings and brought the TRITON close alongside. He stepped down the old ladder, the lower part of which was slippery and green with moss; and I handed the things down to him, then ran back for my blanket and the tent, for we couldn't fetch everything at one load. When I got back, Joe had the sail all up; I got aboard, bringing the painter with me. While he shoved off, I opened the stern locker to put in the blankets. The boat had been half full of rainwater when Joe bailed her out the afternoon before, and it had leaked in underneath till the inside of the locker was still damp; but I put in our waterproofs first, and gathered them around so as to keep things dry.

There was a gentle wind from a little west of north; the tide was ebbing, more than half out, and the strong current in the channel helped to carry us rapidly by the old stone wharves, heavily bearded with bladder-wrack or "rock-weed" below high water mark. A coal-laden schooner was moored at Gil-mour's wharf; further up town, behind us, was another, at the wharf of the Drummond mills; at the rest lay cat-boats and row-boats, slight craft for such massive quarters.

There had been a time within the memory of men still young, when the water front was lined with sea-going vessels - brigs with molasses from Cuba, merchantmen from European ports, whaling barques from the Indian Ocean and the Pacific. All had left, long before; from time to time, one and another had made their last cruise down Pierhaven River; and we had no thought of them, as we coursed gaily by. Our little voyage out-



weighted all the silent past, and our buoyant skiff skimmed lightly over the shallows in the middle, straight sou' sou' west for the harbor's mouth, taking no account of the ship-channel which hugged the eastern shore, and curved back westward in Upton's bend, where the river narrowed at the pier.

The pier! To the Pierhaven boys there is only one pier. It is like nothing but itself. Not a wharf, for it stands in the midst of the water like an island; and more than a beacon, for only a little of its rugged surface is occupied by the angular white tower at the southern end, with its quaint old iron index pointing eastward to the channel. It is as much a part of Pierhaven as the spires which look down to it from the old sea-port, and it helps them to give the place a distinct personality of its own. Joe and I know the old pier well; often had we climbed the slippery steps and fished for the white-nosed "tautog" which lurked among the rocks on which it was built, or anchored our boat near by, while we cast our lines overboard. Each of us had scaled the steep tower, hanging "by teeth and toe-nails" to such chinks as could be found, which seemed to grow fewer and smaller the higher we went - and stood elated on the top. But the pier was not the goal this morning, but only the first mile-stone on the voyage; and we hurried by with the last of the ebb, leaving it lessening behind us, and seeming to dream of the square-riggers of old, which would no more float past it up the harbor from the regions over-seas.

"I wonder how much longer it'll last," said Joe, looking at the crumbling masonry of the southern face, which had been buffeted by the ice of nearly three-score winters, till the ruin extended to the base of the tower itself. "It's a shame to see it going, and not be able to help it. 'F I was rich, I'd see that the old pier was fixed up safe and sound, you believe! But if I ever am, it won't be in time. Got the fish lines?" he suddenly asked.

The channel was marked by spar-buoys, anchored about half a mile apart; the length of chain by which the lower end was held down left the stick free to incline either up or down the river, according to the direction of the current.

"It's about lasted us down," said Joe, "and that's all we want; there isn't much current out in the bay. Get out the chart, navigator, and give us the course."

I opened my bag, and produced a map of the bay, traced on thin paper, and then pasted to a piece of cardboard; the parts meant for water were colored with a rich tint of cobalt blue, which I hadn't laid on quite as evenly as I set out to do; but then you see patches and streaks of uneven color on the real water, especially when it's breezing up after a calm, so it was more natural, maybe. The whole thing was covered with a thin coat of shellac to make it waterproof.

"The mischief is, we don't know how long this wind's going to hold," I observed.

"That's just it; but it's kept up pretty well so far, and I guess we can count on it for as much as an hour longer."

A sunny summer day in that region was very likely to begin with a gently northerly wind, or "land-breeze," because during the night the land cooled faster than the water. But it heated quicker, too, as the sun got higher and higher, so that towards noon the air over the land would be warmer than that over the water; and then the land air would rise, of course, and the cooler air would draw in from seaward to take its place, but before this change of wind began, there would generally be a calm.

"They're all right," I replied.

"I was thinking of that seven-pounder I caught there last year. Wasn't he a beauty?"

"Yes," I assented, though unless you have some reason to be partial, like Joe, there's no great beauty in a tautog.

"There's the channel-stick, standing straight up," I added, presently; "the tide's on the turn."

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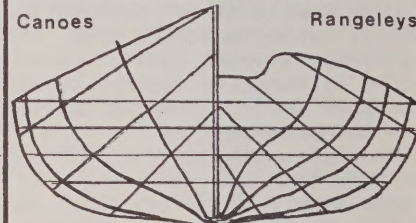
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spell of half an hour or so.

This sea-breeze, blowing almost all the afternoon and well into the night, was a very nice thing on a hot day, and people were glad when it started up; but on this particular day, the longer it hung back, the better we'd be suited; for when it came, 'twould be against us; and our little sprit-sail wasn't of much account in working to windward.

"If the wind would only last, I'd like to go over into the Coweset region. Once we get there, there are lots of places we could go to, with the wind either north or south; but it's a long slant, as much as five miles. Now, it's hardly four miles straight down to the end of Poppasquash, and from there we could strike across the wind to Mt. Hope Bay."

"Well, I'll point her over Coweset way, to begin with," said Joe, who was steering, "and if the wind slackens up before we expect, we'll change for t'other place."

We were now two miles below

Pierhaven just gliding out into the bay. This part of it was an unbroken sheet about four miles square, and we were at the northeast corner. It was not like the Pequonset River, where our path was fixed for us by the stream; here many shores invited us; beyond those low, blue islands, were such lots of new worlds to conquer!

But all within our present range of sight was familiar. Near us on the west, the jagged, light-brown sides of Rumstick rock rose from the water like a miniature mountain peak; just beyond were the two flat, black ledges, uncovered only at low tide. In a line with them a couple of miles off, sparkled the old white buildings of Nayatt lighthouse; a little further west was the dark stone tower of Conimicut; then the western shore stretched southward, with the faintly gleaming houses of Long Meadow and Rocky Point, and the tall observatory crowning the bluff above. Southwest lay the blue Greenwich heights, for which we

were heading, and the white speck of Warwick light, three miles nearer, though from where we were it looked almost as far; and the southern horizon was bounded by the long, low, irregular north shore of Prudence Island, with the islet of Patience almost touching it on the west.

A big three-masted schooner was drifting down, and still further off were a few smaller vessels; they had every sail set, and, like us, meant to make as much of the northerly wind as they could, while it lasted. Then there was a tug towing up five coal barges, they were fastened one behind the other with long cables, and strung along so far apart that they made quite a procession. Over them stretched back a long line of steam-puffs from the tug, growing larger and looser as they went, till they melted away; two higher puffs from the whistle suddenly shot up, as one of the schooners drew near, and in about a quarter of a minute the toots came softly piping along.

(Continued Next Issue)

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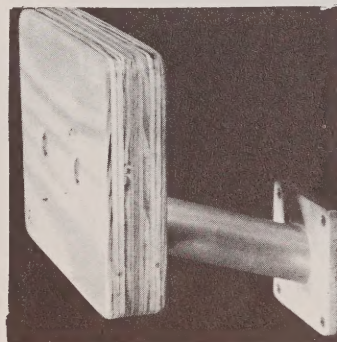
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The Great Pawcatuck River Race took place way last July, on the 28th, sort of late now to be reporting on it. Maybe as a topical event report, but if you think of this event as a good illustration of how such events are gaining favor, and what this success is bringing in the way of potential future problems it might catch your interest anyway.

The Pawcatuck River is, inland from Westerly, RI, pretty much a rural stream and it has an active watershed association working to protect it and keep down potential pollution. From Westerly to the sea, about 4 miles, it is tidal and has suffered the ravages of pollution from industry in Westerly. I paddled the course from Westerly to Avondale, about 2-1/2 miles in my kayak to photograph contestants along the way. Right down there on the water I could see the river had a way to go yet to get clean and my nose detected a faint odor of stopped-up sink drain. The scenery gets very pleasing, and while the water isn't pristine, it isn't grossly offensive either.

Dr. Philo Willets started this event in 1982 and it still ends up on the spacious lawns of his place on India Point in Avondale. But now the organizer is another doctor, Edmund West. He's a real serious oarsman so he also participates in the event. This business of organizing, supervising and also trying to participate can get pretty hectic. Dr. West also made the trophy presentations at India Point later in the day, resplendent in his Union Jack rowing shirt. He's an expatriate Britisher.

The start is on a narrow section of the river just below Westerly, where the bankings are man-made riprap and granite seawall. The hospitality of several property owners along Margin St. permits



the public to use the spacious grassy banking here, and boats are best put in just a bit downstream at the Cardone Marina. Everyone supports this event because it is a community fund raiser for the Westerly summer pops concerts. Local charity and culture are hard to oppose.

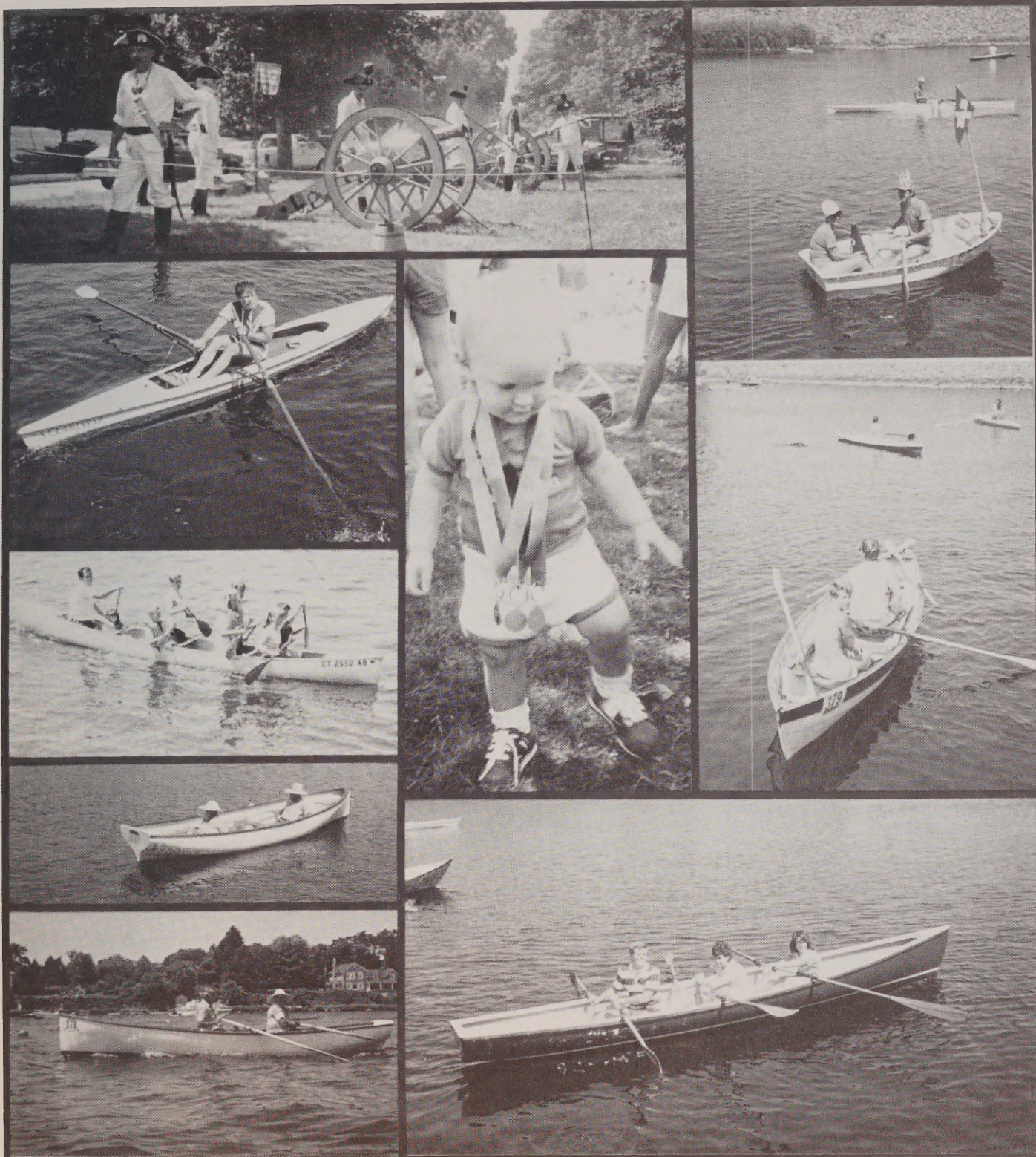
Well, this narrow stream allows for only three rowing shells at a time to start, so the starts are not very exciting. The canoes get to start about ten abreast and this offers more action for onlookers. A looming problem this all presents is the growth in participation, this year 132 boats entered, mostly canoes and various forms of rowing shells, recreational types. Not too many traditional rowing boats, although they are made very welcome. Dr. West hopes for more of these in 1986. If entry grows much more, where then to put everyone, where to park, launch and start without overloading the local hospitality and the organizer logistics?

A bit downstream, the river broadens out, but there no convenient available starting location is to be found. For the participants this is the best part, low shoreline, some marshy riverside scenery, broader choice of course depending on tide and draft. The

marked channel does happen to be, for the most part, the shortest route, and powerboat traffic on this sunny summer Sunday was quite light, almost absent in fact. All out to sea, perhaps?

The Newport Artillery Company started off each class with cannon fire from its Revolutionary War weapons. Fastest down the course at day's end of the recreational boats was the double crew of Arthur Hollingsworth and Carl Stewart in 20:08. A minute and forty-three seconds behind came Mike Talbot and Tom Yuchniuk of the Chelsea Rowing Club of Norwich, CT. They were not too discouraged upon learning that Hollingsworth was Harvard crew captain this year, a crew that beat Yale on the Thames, won the National Collegiate title in Cincinnati and then went over to Henley to take the Grand Challenge Cup at the Royal Regatta there. Talk about quality competition at the local rowing race. Hollingsworth and Stewart were in a Small Craft recreational double.

That Chelsea Rowing Club was out in force, Jonathan Fisher, Sue Fisher and Kit Talbot all took wins in their classes. Other top performances were turned in by John Laudone in a racing scull, he did it in 19:56 for absolute fastest



Left from the top: The Royal Artillery of Newport made the starts impressive. Edmund West not only organized the race but also competed in it. The Huysman family, eight in all, all in a canoe. Jane and John Durborow before the race - and at the finish. Center: Chris Fisher sports three awards, his dad John's, his mom Sue's and friend Kit Talbot's, all from the Chelsea Rowing Club. Right from the top: It needn't be serious. John A-born and Dave Webb ready their traditional wooden wherry. The Mainville crew, Chuck with Chris and Joan.

time; Randy White, at 13, the youngest winner, he in a kayak; and the Huysman family of Pawcatuck, all 8 of them in their war canoe. Many classes were accommodated, these were but a few of the various class winners.

The organizers hoped to in-

crease the \$3,000 raised in 1984 for the pops. The program booklet sold is the finest I've seen at ANY boating event in my limited travels to such events in three years, a 48 page multi-colored effort loaded with information, local river history, photos of past events, appreci-

ative comments about local sponsors, and plenty of local ads. All a nicely done community event, one that just happens to be focussed upon rowing and paddling craft because those who got it all started are nuts about small boat rowing.



Maritime Auction

The wind was a raw northeaster blowing in from the Kennebec River, the temperature was in the mid-fifties, and here were a couple of hundred people sitting in folding chairs under a big circus tent shivering. It was an auction, the Maine Maritime Museum's first attempt at a consignment auction of maritime and nautical artifacts. And, it was the end of August! At least the heavy rains of the previous day had ceased. I was there because I had decided to bring my antique Robertson racing canoe to be auctioned off to some hopefully interested person.

There weren't many boats, a half dozen or so, and several of them were not really collector's items! Like three rather shabby outboard runabouts and one quite nice bigger outboard cruiser. The real class act was Rene Varrin's, he had two boats on the block. "We've a new baby now and just don't get to use SOLITAIRE now," Rene explained. SOLITAIRE is a 1903 Kingston Lobster boat that was restored in the early '70's and refurbished again by Rene a few years ago when he bought the boat. SOLITAIRE was a beautiful boat. And right next to her was her look-alike tender, a sailing Chaisson. Well, these were indeed nice boats.

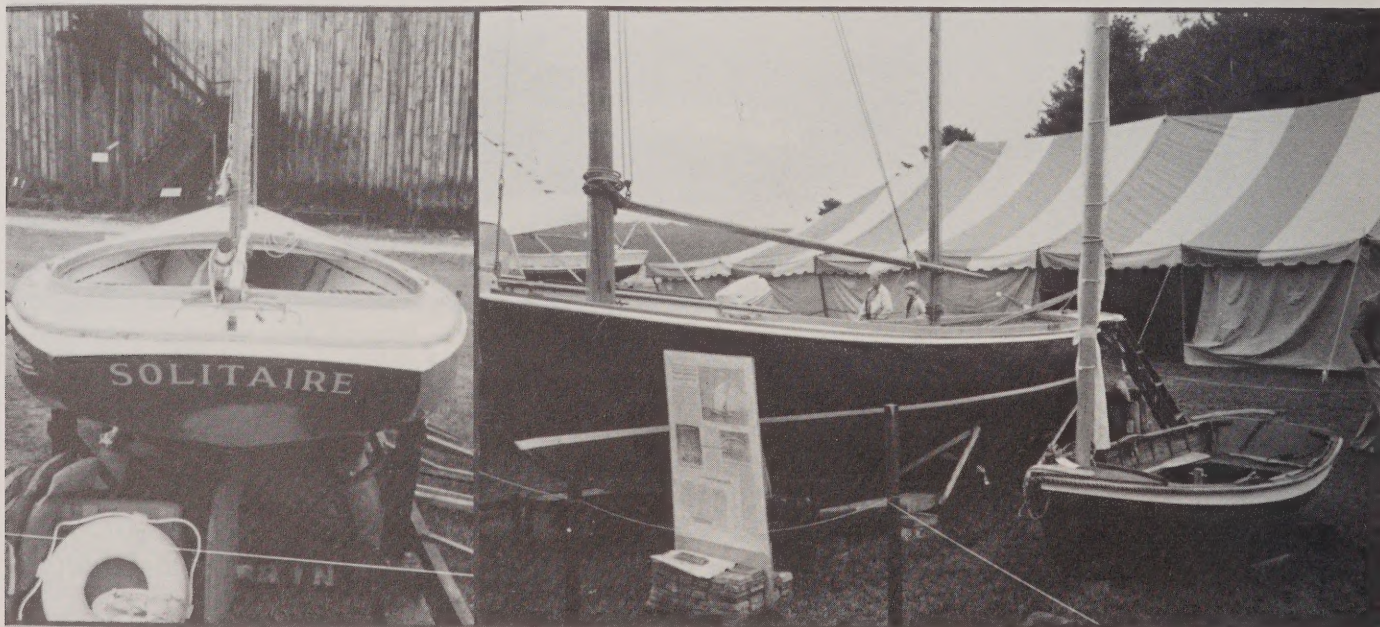
And then there was ELIZABETH. This was one weird boat, a 16' cat schooner that was said to be a miniature replica of a St. John River lumber schooner. In effect, a large scale model. ELIZABETH had no spars, although sails were included. The boat was very nicely finished, seemed solid, looked in good condition. But, what a style! Talk about bluff bow, here was a nearly plumb stem with side planking sweeping in to join it at nearly a 90° angle. How those heavy planks got bent in at such a curve? Well all of this still had it funky appeal if you were into "character" boats. But the engine installation was pretty awful. The air cooled lawnmower engine sat on the cockpit floor with the exhaust about two inches from the cockpit side, so a metal plate had been mounted on the cockpit edge to deflect the hot exhaust gasses. And the output shaft drove a big pulley via a V-belt on the opposite side of the cockpit, this pulley on a steeply angled shaft. All very clumsy.

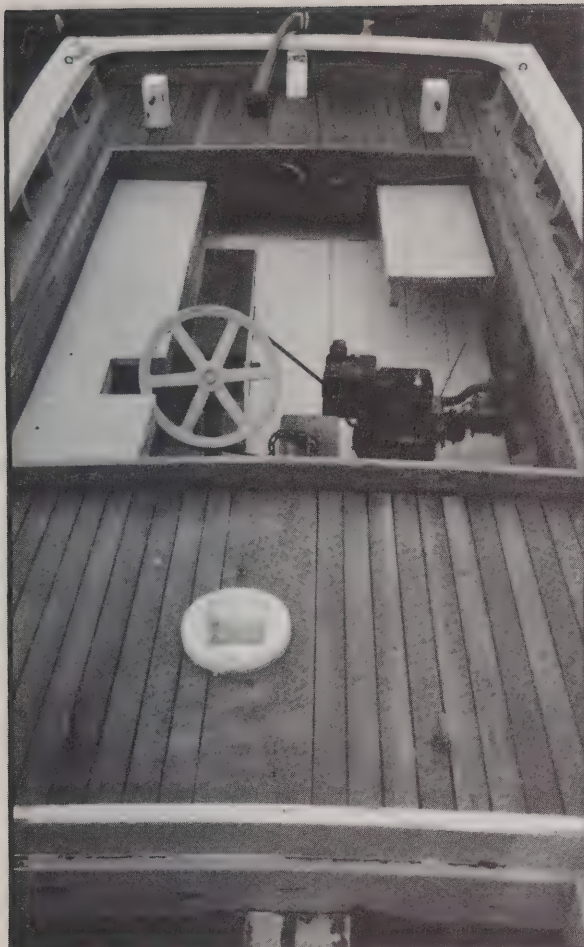
Most of the offered items were of the nautical antique genre, such as charts, drawings, paintings, ship models, half models, old bronze hardware, a couple of motors, scrimshaw, lanterns, antique sailor furniture. Lots of it. The auction got underway at noon and

ran right on up to 6 p.m. with the pace getting faster as time ran out. Bidding was slow and not very generous, it took a while to work bids up into the ranges that the items seemed they ought to sell for. Some real bargain hunters there. Most of the really big dollar stuff fell far short of the reserve prices the owners had placed upon them, and even lower cost items didn't get bid up enough in many cases. But a few deals did go down on unreserved items that never went far in the bidding. It was obvious that several antique dealers were at work.

So how about the boats? Well, Rene Varrin sold both his boats, the Kingston Lobster Boat going for \$4700, the Chaisson tender for \$2000, to different bidders. Both exceeded Rene's reserve prices, he said afterwards that the Kingston was low but the Chaisson was well over reserve. He did not have unrealistic figures on them, obviously. And the schooner. It never went over \$500, well below the reserve. My canoe sold for \$1000, which was just my reserve. Interestingly the new owner has arranged for the boat to be on display at Maine Maritime Museum with his use of it when he chooses. A nice place for a really elegant but not too practical craft. The deal of

Rene Varrin's fleet, the Kingston Lobsterboat SOLITAIRE and its Chaisson tender were the only really "traditional" craft offered at auction. They sold. For 1986 more are hoped for.





ELIZABETH was very traditional but certainly bizarre, a sort of scale model of an old lumber schooner, she was well finished off but suffered from a pretty bad engine installation. No sale.

the day was on the 1962 White lapstrake outboard powerboat, it was in fine shape, had a big 40 hp Johnson electric start/shift outboard and a brand new Holsclaw triple axle trailer. Early bidding came nowhere near the reserve of \$5000, but later in the day the owner asked that it be run through again with no reserve and the bidding peaked at \$2500, a nice buy indeed if that is what you happen to like.

The gross sales came to about \$46,000, the Museum took a 10% commission, the auctioneer, who was very entertaining, worked for free, as did many volunteers. So Maine Maritime Museum netted around \$5000 for its first attempt at the consignment auction as a fund raiser.

Something that indicates the sort of crowd the event attracted was a price comparison. Rene Varin's very nice Kingston Lobster

boat, a marvelous sailing craft of traditional design and construction on which the entire family can go sailing brought \$4700. A 4' long half hull model made of whalebone and ivory sold for \$3800. It wasn't a "real boat" auction, obviously. But Museum director John Carter encourages those with "real boats" of a traditional nature to consider them in 1986, he'd like to see more.



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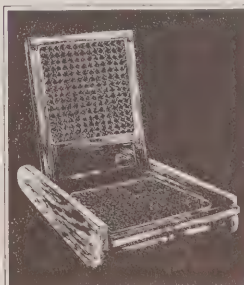
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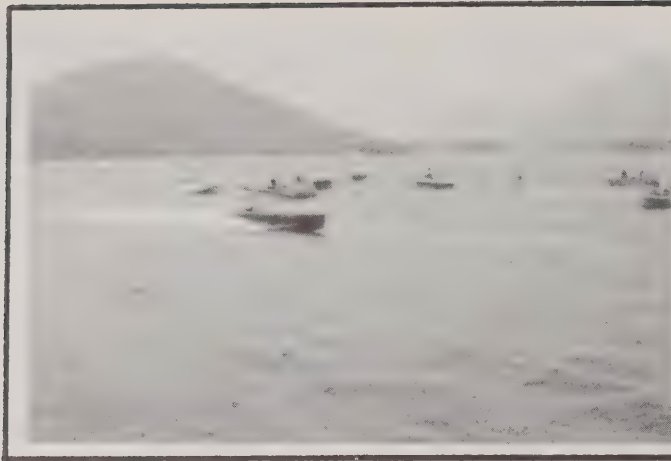
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This twelfth annual gathering of antique and classic boats on Lake George in upstate New York had a whole list of significant occasions to celebrate. The usual boat show drew many craft as Lake George has a very large population of mahogany speedboats, runabouts and cruisers. But there was more, much more. The event was headquartered at the prestigious Sagamore Hotel, where the new (and first) headquarters facility for the ACBS is nearing completion as an adjunct to the enormous Sagamore boathouse and museum building. Dedication of this first permanent ACBS headquarters was part of the weekend affair.

Here's how the organizers tallied it up: The 100th Anniversary MISS AMERICA IX in 1985

of the Sagamore Hotel; The 70th Anniversary of Gold Cup Racing on Lake George; the 50th Anniversary of the return of Gold Cup Races to Lake George; the 10th Anniversary of the founding of the ACBS; the Dedication of the ACBS International Permanent Headquarters.

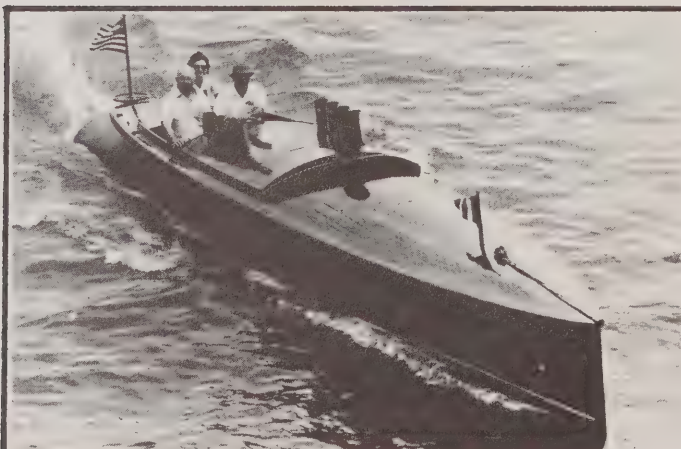
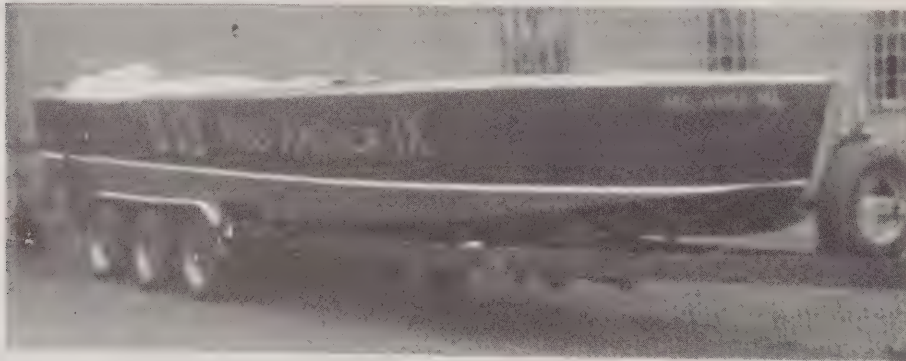
Gold Cup Racing first came to Lake George in 1914 due to the efforts of an emigrant Russian, Count Casimir Mankowski. It seems he entered the 1912 Gold Cup race at Alexandria Bay and capsized in this, his first ever race. In 1913 he was back in his boat, ANKLE DEEP, and by virtue of winning that year, got to bring the races to Lake George, where he had taken up residence. So he was honored this year, 70years later by the appearance on

the scene of a number of restored old Gold Cup Racers and some replica versions. These boats did fly-by past the Sagamore's island locale to thrill the 1985 crowd, estimated by the Sagamore at over 10,000 persons.

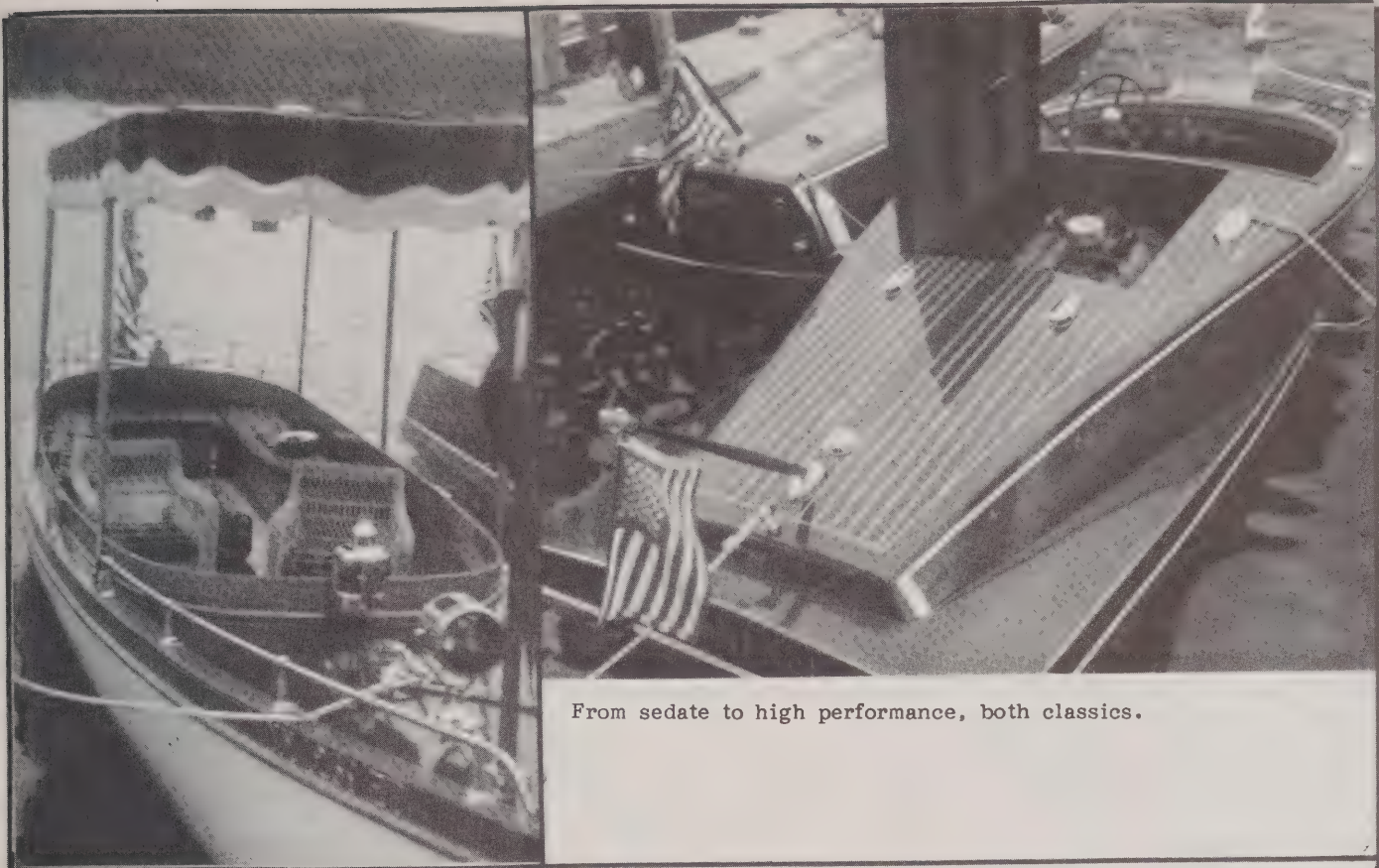
ACBS President Jay Higgins commented on these sort of boats with some reverence. Referring to DIXIE II, of the pre-1910 era, he says, "she represents the finest in Edwardian boat technology. Her transom with its matchless grain pattern is in one piece. Her entire sheer strake (40' long) is one piece." (See sidebar specs/photo of this boat as example of what it is that brings these boats back to these nostalgia events).

Higgins also commented on the ACBS as being a, "Museum Without Walls". "Upon seeing nearly 100 boats assembled here you now can understand why a Museum Without Walls is a term that describes the Antique & Classic Boat Society. Many of the boats that cruise the 32 mile length of Lake George are owned by the Society's Adirondack Chapter members. And, there are 24 other regional chapters around the country participating in the collecting, restoring, maintaining and enjoying of these classic boats."

Thanks to Walter Fullam for the photos and background information on this significant summer meet.

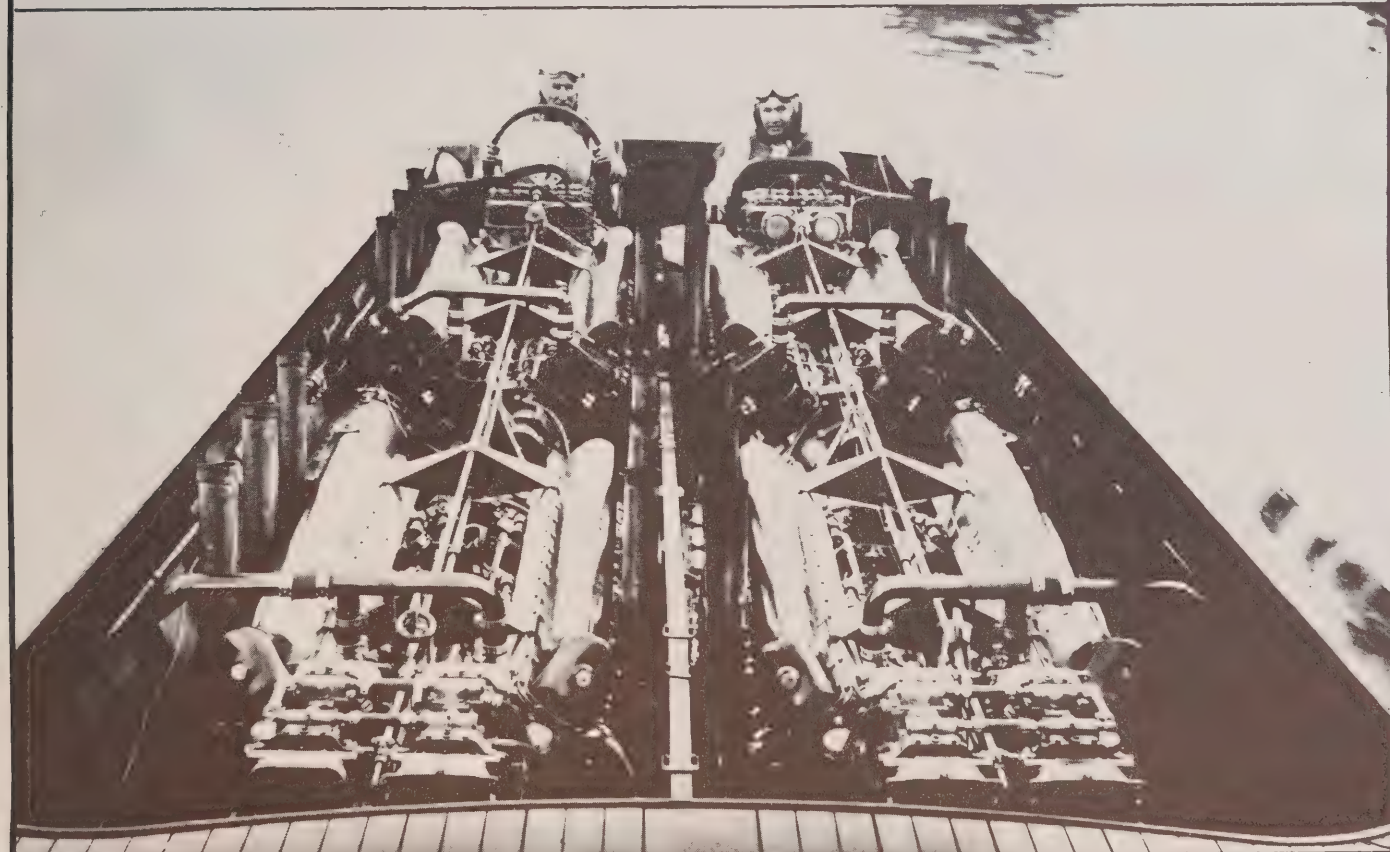


Name:	DIXIE II
Owner:	Thousand Islands Shipyard Museum
Pilot:	F.I. Collins
Designer:	Clinton H. Crane
Builder:	George Lawley & Sons (1908)
Original Power:	Crane Whitman 8 cyl.
Present Power:	Same
L.O.A.:	39' 3"
Beam:	5' 4"
Hull:	High-speed displacement launch
Speed:	45 mph
History:	The "Dixie II" defended the Harmsworth Trophy in 1909 & 1910 and won the Gold Cup Races in the St. Lawrence River those same years. She won 106 races of 107 starts, a seemingly unbeatable record. Her attained speed of 45 mph on August 8, 1910 makes her the fastest round-bilge boat ever built.



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Gar Wood's Miss America X



Gar Wood (1) and Orlin Johnson, his riding mechanic, with four V-12 Packard Engines which developed 416 HP each.

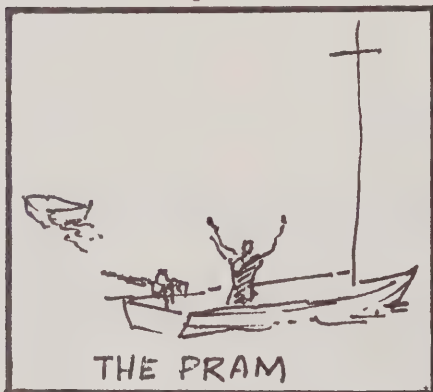
DORY CLUB



Townie to the Races

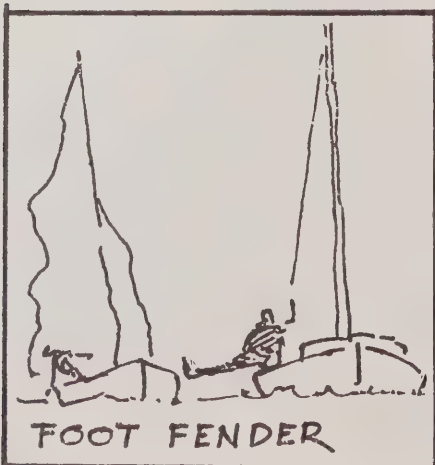
This Sunday at the Dory Club, I had shanghied my son to crew. He sat rocking back and forth in anguish as I copied the course down after it was decided and drawn on the blackboard. Seven boats would race in light air. We rowed out to our sailboats together. By the time I was through bailing, the rest of the fleet had thrown off their moorings and were sailing toward the starting line. I was in a panic, rushing and trying to think.

"Dad, the pram is adrift."



"Oh, no!"

We sailed after it, recovered it and secured it to the mooring. By now we were in irons and drifting down on another sailboat. The skipper of that boat tried to fend us off with a foot, not too gently;



but we managed to pin ourselves against him in spite of his efforts and invectives. Back wind the jib, put the tiller over. Nothing. My boat seemed to have an unusually strong affection for his cat-boat. We swung in a circle. The boats disengaged from their embrace.



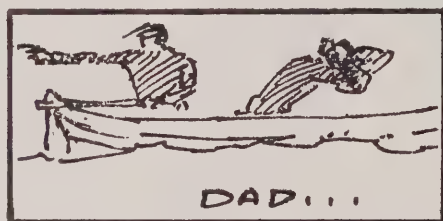
"Dad, we just lost two battens."

I turned to see them floating away. "What else can go wrong?"

"Dad..."

"Don't talk anymore. That's all you can do is report disasters."

"Dad..."



"Don't say anything. I don't want to hear."

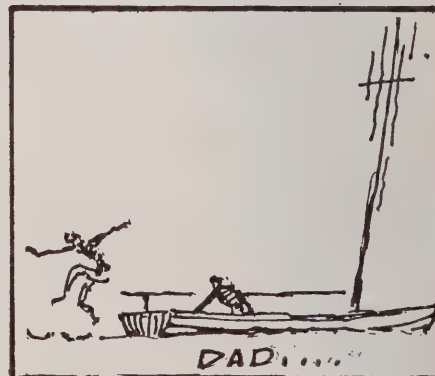
We made it out to the starting line just before the starting gun. We were at the favored end of the line, close-hauled. The entire fleet was barging. On a reach. Coming at me! The Commodore saw the situation and was shouting at them....."You're barging! You're

barging!" And still they came. It's illegal. I'm going to be hit and run over several times. They'll do their penalty, a 360, but I'm sunk.



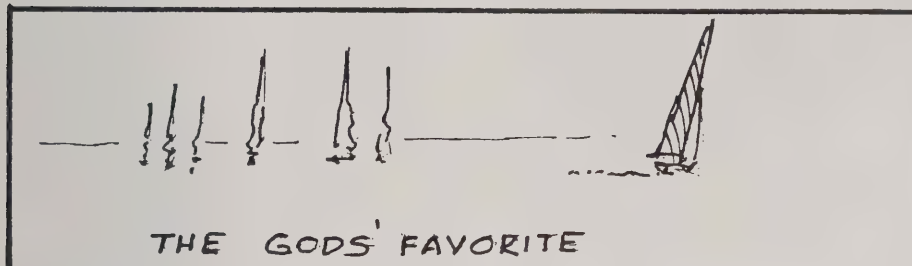
The hell with being right. I bear off to let them parade by Indian file. "The worst illegal start I've seen in all my days of racing!!" the Commodore says shaking his head and making me feel it was my fault.. I then snagged my center-board on a lobster marker coming to an abrupt stop. The penalty, I suppose, for relinquishing the right of way. I pulled the center-board up too far and jammed it up in the trunk and started drifting toward the rocks. "Out of control," I mumbled. I grabbed for the anchor. The cheap plastic line had knotted itself in every conceivable way, reducing a fifty foot line to fifteen feet. I threw it overboard. Miraculously it caught the bottom. I started taking my shoes off.

"Dad, are you going to do what I think you're going to do?"

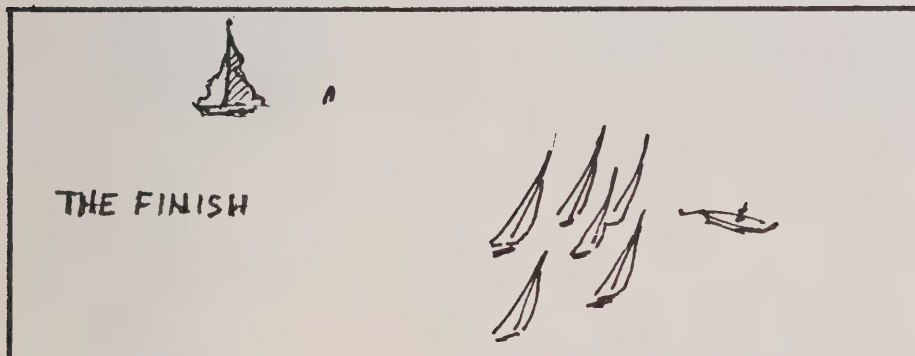
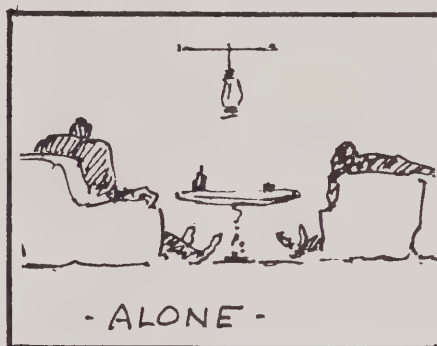


"You're damn right!" I jumped over the side with a screwdriver, prying it up the centerboard trunk till the centerboard started dropping slowly. I climbed back aboard and lowered it completely down, pulled the anchor up and sailed after the fleet. They were becalmed just beyond the second mark. I rounded the first and second marks and sailed merrily around them. "Whomever the Gods favor!" I

grily at the line while we lower the sail. We did our best to calm the boat down by putting everything in order, piled into the wayward pram and rowed ashore. Everybody had left again and I sat in an empty clubhouse determined to finish the next race early enough to congratulate the winner and hear some of the nautical talk and sportsmanship that is supposed to follow a race.



greeted them laughingly. I rounded the third mark and was becalmed just at the finish line. The tide started drifting me along the line exactly parallel with it. The rest of the fleet had found wind, rounded the third mark and headed for the line. Seeing my predicament, they headed to windward of the line hoping to drift across. I sat and watched six boats cross the finish line before the wind finally hit my sails and blew me over the line....backwards.



"Next race I'll show the Gods who they toying with," I yell in a rage.



"Dad, I don't think I want to be there. Please get someone else to crew."

We ran over the mooring twice before the boat reluctantly let itself be secured, then pulled an-

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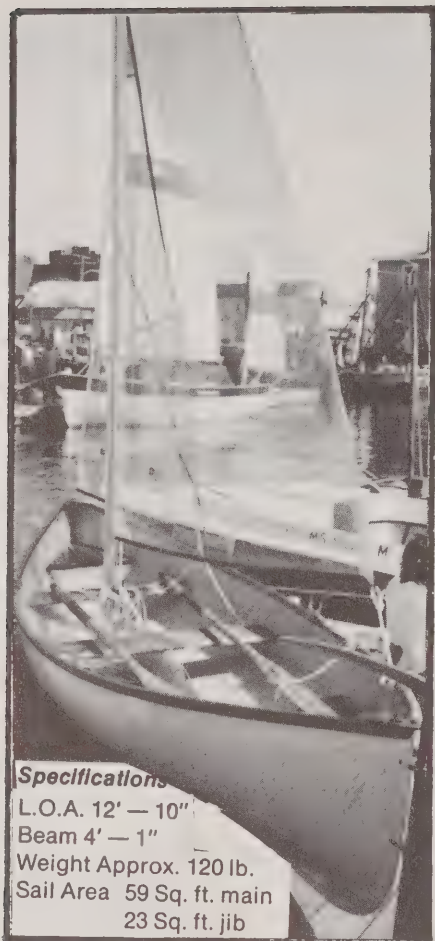
The mast is spliced so that with the boom it can be stored in the boat. The boat comes with a sail, all rigging, two-piece Shaw & Tenney oars, and is tested on Mashapaug Lake.

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Classic Charm ~ The Peapod



Peter Sylvia has been a busy guy this past year turning out his 13' fiberglass peapod, CLASSIC CHARM. When we visited him mid-August he had three boats in progress in his shop in a converted old wooden barn in South Dartmouth, MA. While not directly on the water, the shop is within sight of a tidal marsh off Buzzards Bay. The three in the works were just the current slice of a continuous line of 36 to date this year. "Last year we topped 50 boats," Peter said, and he expected to maybe better that for 1985.

Peter's been building this boat for 10 years and seems to have established himself with a firm niche in small boating. CLASSIC CHARM is built as either a rowing or sailing model. The latter can be used either way, with the collapsible rig, or the oars, stowed aboard. About half his 1985 production was devoted to each version according to Peter. The complete sailing model sells for \$1650, the rowing model for \$895. This perhaps explains in part the success he has had marketing this boat.

The construction is chopper gun fiberglass, not so labor intensive as hand laid, hence less expensive. Peter feels quite comfortable with this technique as he's had no serious problems with hull strength from ten years of produc-

tion. The right rear portion of the hull is re-inforced with cloth on the inside where the optional outboard bracket can be mounted. From the chopper gun bay the bare hull goes to a trimming up and fitting out bay where the mahogany trim, thwarts, etc are put on. The third bay is the finishing up shop for assembly and detailing.

The lines were taken off a restored Maine peapod back in 1975 and the boat is very pleasing in appearance. Peter claims it rows very nicely, as a peapod should, he acclaims the stability, especially under load, and the sailing capabilities with its low 3/4 rig center of effort and 24" draft board down. Sail area is 82 square feet, 59 in the main, 23 in the jib. The two piece aluminum mast is foam filled so it floats if dropped overboard, and the oars are 7-1/2 footers. Peter recommends a 2hp outboard for those desiring to have auxiliary power, mounted on the starboard rear quarter.

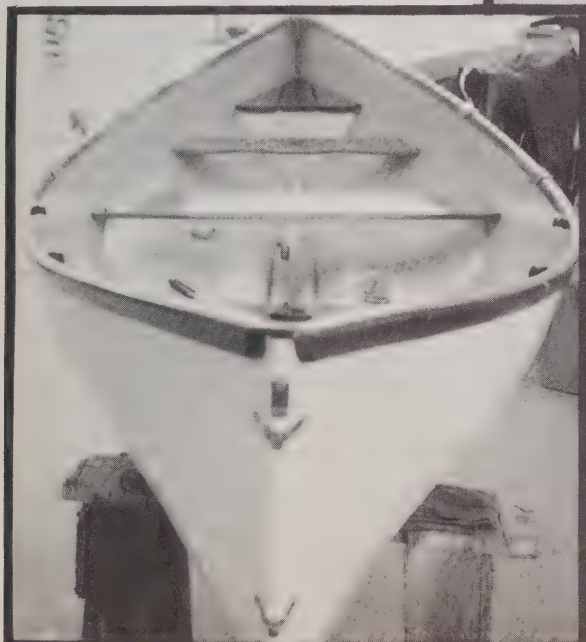
The fiberglass exterior finish is excellent, due to the female mold, the interior is the usual "rough textured" finish, painted. Colors offered are red, blue, green, yellow and white for exterior. The varnished mahogany is nicely done, though not of "elegant" quality, and the fittings are bronze. It's quite a nice little boat for the money, and that seems to have made it a commercial success.

Peter worked as Concordia before starting his own shop, and like many small builders he's done a lot of repair to help pay the bills while building up his product line. He also has built his own high performance sailboat, MUSCLE, the cold molded sloop was in the yard on its cradle undergoing minor hull repairs started two years ago. Peter hasn't had time to get it into the water this year. Peter designed MUSCLE himself based on ideas taken from similar racing craft. Also in the yard we noted a Beetle Cat that had been restored by cold molding onto the original hull a new layer of veneer/epoxy.

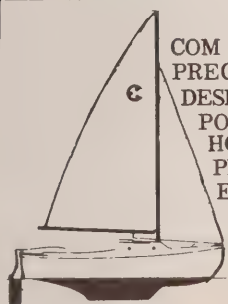


And now Peter has moved on to a bigger venture, his Hi Liner OFFSHORE 222, a deep V outboard speedster designed by C. Raymond Hunt. Peter bought the complete building molds for this boat from the former builder and had one on display at the Small Boat Show in May. He is particularly enthused about the water ballast system in this boat which permits use of 760 pounds of water to stabilize the boat in rough seas. The prospects of moving into the more lucrative high performance outboard market are currently driving Peter Sylvia, but even as he pursues this dream, the little CLASSIC CHARM peapods keep on coming down the line, his three man crew not lacking for something to do.

Hi Liner Marine is at 267 Russells Mills Rd (Rear) in South Dartmouth, MA. Peter welcomes friends of traditional boats to visit him and see his work in progress. Or you can call him at (617) 992-1807.



Top right, the mold has a new hull laid up and curing. Bottom left, just about finished out with mahogany trim and bronze fittings in place. Bottom right, fitting the kick-up rudder.



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What's happening...

BOSTON HARBOR ROWING CLUB



Bill Graham of Rowing Sport of Ipswich, MA has announced the formation of a rowing club to be based in Boston on Congress St. at Fort Pt. Channel. The Boston Harbor Rowing Club will promote rowing the inner and outer harbors of Boston and the harbor islands. Fall memberships are limited to 30 (it may be a bit late now in November) with plans for an additional 70 applications for spring. The club will have rowing shells at its dock for members to row. All members must either qualify in the boats or take a beginner rowing class with

Olympic class instructor, Charlie Altekruze.

A summary of club membership benefits is as follows: Use of Alden Ocean Shells and Alden Doubles; Race training boats; An Olympic class instructor; Unlimited access to boats and rowing; A central downtown Boston location; Protected rowing in Fort Point Channel; Harbor rowing and island cruising; Year round rowing opportunity; Rack space for personal boats.

Call Bill Graham at (617) 356-3623 for information or membership application.

L. FRANCIS HERRESHOFF EXHIBIT AT MYSTIC SEAPORT

A temporary special exhibit featuring L. Francis Herreshoff and his work is now open at Mystic Seaport in the Mallory Building, running through February 28th. Highlights are original drawings of some of his best known yachts, plans for LIVE YANKEE, WHIRLWIND, SAILSKI, ROZINANTE, LANDFALL, ARAMINTA and the H-28 are on view. Numerous photos chronicle his achievements, and supplementing all of this are various artifacts, models, fittings, paddles, drawing instruments. The exhibit is open during daily hours as part of the regular admission fee. For any added information, call Mystic Seaport Museum at (203) 572-0711.

MYSTIC MARITIME GALLERY ART EXHIBITIONS THIS WINTER

The Mystic Maritime Gallery, part of the Mystic Seaport Museum Store and open to the public at no charge will have major exhibits of marine paintings during the coming months as follows:

OCTOBER 13 - NOVEMBER 24: 6th annual juried exhibition of contemporary marine art, over 100 paintings, sculptures and drawings from an international group of marine artists.



GREAT STEAMSHIP EXHIBIT

A new exhibit marking the 50th anniversary of the Steamship Historical Society of America is open now at Mystic Seaport Museum and runs through February, 1986.

The entire exhibit was loaned to the Museum by the Steamship Society and has not been publicly displayed before. It consists of models, paintings, photographs, film footage, posters and a wide selection of steamship memorabilia. Social comment by photograph is included in photos contrasting steerage class immigrants and 1st class luxury travelers and their accommodations on the great liners of the North Atlantic. The film footage is on continuously running videotape for viewing and includes footage of Lindberg's return to the U.S.A. by ocean liner, with a parade into New York Harbor.

This exhibit is included as part of the regular Museum admission and can be viewed daily from 9 a.m. to 4 p.m.



Maritime evenings are being scheduled at the MIT Museum, 265 Massachusetts Ave., Cambridge, MA through the coming winter, open free to the interested public at 7 p.m. Coming up in November and December are the following:

NOVEMBER 13: Nautical Archaeology, the Turkish Exchange, by Dr. Paul Johnston, Curator of the Marine Dept. at the Peabody Museum of Salem, MA. This slide show and talk presents the results of an investigation of the oldest known shipwreck (1400 BC), located off the coast of Turkey in the Mediterranean.

DECEMBER 11: American Challenge, the onboard story of seven solo sailors facing the ultimate challenge of the Observer Single-handed Trans Atlantic race.

For further information call (617) 253-4444.

PRIZE ARTICLE CONTEST OPEN

The 5th annual contest for a prize article for publication in Mystic Seaport Museum's LOG is now accepting entries. A \$500 prize goes to the author of the article accepted for publication during 1986. Subject matter should be original research and use of primary material on biographical, social, political, economic or artistic studies related to maritime traditions. Word limit is 6,000 and the article must be previously unpublished. Entry deadline is December 1, 1985.

Editorial guidelines and an entry form are available from The Editor, THE LOG, Mystic Seaport Museum, Mystic, CT 06355.

What's been happening...

A ROUNDUP OF READER REPORTS ON HOW THEY'VE BEEN MESSING ABOUT IN BOATS

MAC'S BEEN BUSY BUILDING

Mac McCarthy of Feather Canoes in Sarasota, FL, has been busy this summer building his strip canoes and rowing boats. He reports recent completion of a little 12' rowboat and a 16' Arkansas Traveler canoe, the latter being probably the best boat he's done in some time he feels. It paddles like a dream and is even quite a turnon just to look at. Mac says he has switched over to WEST (tm) epoxy and is very pleased with the clarity this provides for the wood to best show through. Mac is now working on a pair of 14' Arkansas Travelers for a client. During the summer Mac tried his hand at sailing a canoe for the first time, converting a small solo canoe for the purpose and he says he had a ball with it.

Mac invites any readers who might be in the Sarasota area during the winter to look him up, and says he'd love to sell a canoe or two in New England to justify the expense of a trip up. Mac is at Feather Canoes, 1705 Andrea Place, Sarasota, FL 33580 and his phone is (813) 953-7660.



MYSTIC HAS COUNTRY'S LARGEST MARITIME BOOKSTORE

Mystic Seaport's bookstore has been enlarged by 50% and now claims to be the largest maritime bookstore in the country. Every category of current maritime book is stocked on display, and the bookstore also imports foreign titles and offers a catalog of old and rare books. Just about every waterway guide and yacht log is stocked along with a large selection of east coast NOAA charts. Supplementing this navigational information are sextants, navigation calculators, brass parallels and similar equipment.

Video tapes are located in a special video center, including all tapes produced on America's Cup, How To Sail, Celestial Navigation and movie classics.

If you cannot visit the Bookstore in person, a call to (800) 331-2665 tollfree will get you right to the sales desk and any current book or tape can be shipped in a few days. Anyone placing an order will subsequently receive the quarterly newsletter, TELLTALE.





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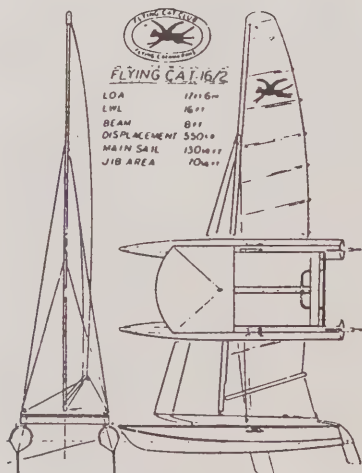
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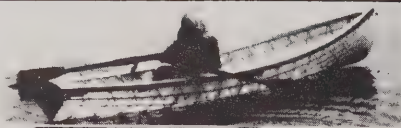
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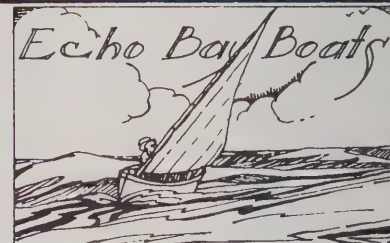
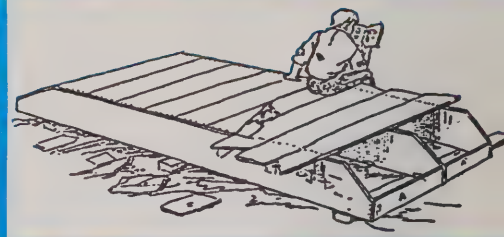
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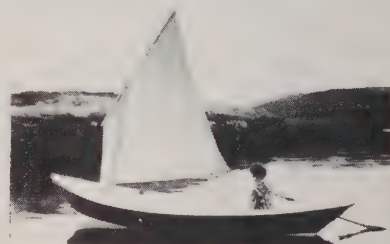
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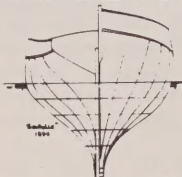


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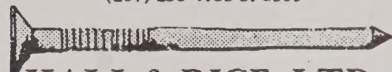
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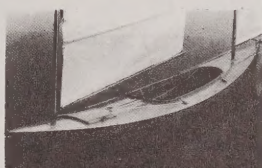
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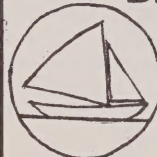
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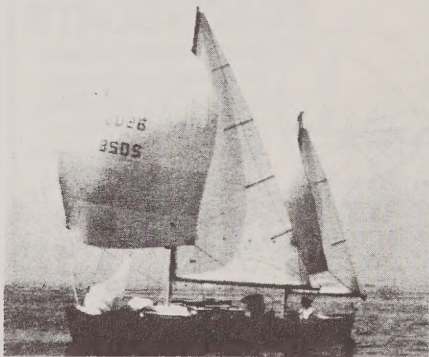
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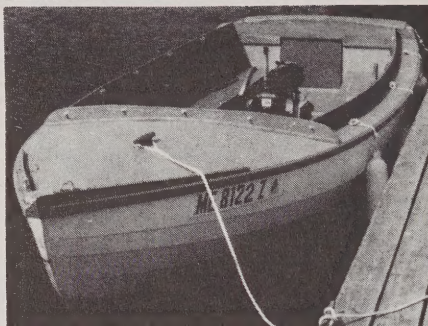
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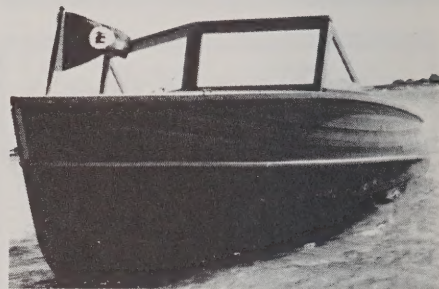
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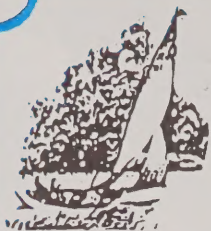
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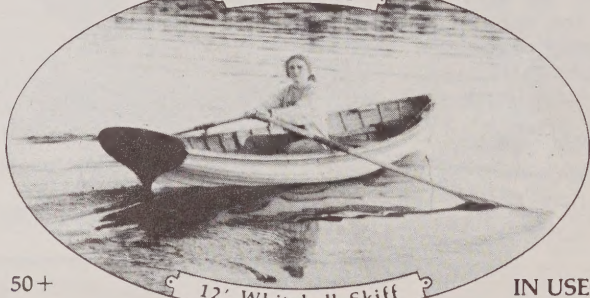
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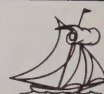
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